

# Memorandum

TO: HONORABLE MAYOR AND  
CITY COUNCIL

FROM: Stephen M. Haase

SUBJECT: EVERGREEN VISIONING  
PROJECT/SMART GROWTH  
STRATEGY

DATE: April 12, 2005

Approved

Date

4/13/05

COUNCIL DISTRICTS: 5, 7 and 8  
SNI AREAS: West Evergreen  
K.O.N.A.  
East Valley/680

## RECOMMENDATION

It is recommended that the City Council:

- (a) Accept the status report on the Evergreen Visioning Project/Smart Growth Strategy, and
- (b) Initiate an update to the Evergreen Development Policy and associated General Plan text amendments.

## BACKGROUND

On November 4, 2003, the City Council adopted a resolution delegating to the City Manager the authority to negotiate and approve a funding agreement with Yerba Buena Opco, LLC to pay for City staff and consultants to prepare a community-based Evergreen Visioning Project/Smart Growth Strategy (EVP) and related documents. Yerba Buena Opco, LLC includes property owners and developers with real estate interests in Evergreen.

The EVP is a comprehensive land use and transportation planning effort that is expected to guide infill development in the Evergreen area consistent with Smart Growth principles. Elements of the EVP include: an update to the Evergreen Development Policy; General Plan land use and text amendments; design guidelines; and a financing strategy. An Environmental Impact Report is required to assess the potential environmental effects of the EVP and its elements.

Since August 2003, a community task force, under the leadership of Councilmember Cortese, has been providing key input to the effort. Additional public participation is occurring through a variety of forums, including but not limited to, meetings with Strong Neighborhood Initiative

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(SNI) Neighborhood Advisory Committees (NACs), neighborhood associations, business groups, school organizations, and others.

On January 27, 2004 the City Council adopted a resolution clarifying and reaffirming implementation of the current Evergreen Development Policy, which controls the amount of residential development due to limited traffic capacity in the area east of Highway 101 and south of Story Road. As part of that action, the City Council directed staff to temporarily discourage rezoning or General Plan amendment applications within the Evergreen area that would require additional residential unit allocations or density increases beyond those specifically described in the current Policy until the completion, consideration, and action on the Evergreen Visioning Project, including an updated Evergreen Development Policy. An overview of the Evergreen Development Policy is contained in Attachment 2.

This status report provides an update on the elements of the EVP, its community process, and next steps. Council's formal initiation of the update to the Evergreen Development Policy and associated General Plan text amendments is recommended at this point in the EVP process in order to facilitate completion of the effort.

## ANALYSIS

### Elements of the Evergreen Visioning Project

The Evergreen Visioning Project (EVP) is a unique, comprehensive, community-based planning effort intended to create new residential development capacity in balance with the construction of transportation improvements and community amenities to benefit area residents. The property owners and/or developers of four key sites have agreed to finance the transportation improvements (including upgrades to Highway 101 at Tully, Capitol, and Yerba Buena) and community amenities in addition to the typical requirements of development (e.g., fees, taxes, environmental mitigations, etc.). This unique balancing act is intended to improve the overall quality of life in and around Evergreen.

For planning purposes, the EVP study area is generally bounded by Yerba Buena, Highway 101, Story, and the Urban Growth Boundary in the eastern foothills (see Attachment 1). Within this study area, four "opportunity sites" have been the focus of the effort:

- Arcadia Property – 80-acre site on the west side of Capitol Expressway, south of Eastridge Mall
- Pleasant Hills Golf Course – 115-acre site at the north east corner of White and Tully, just east of Lake Cunningham Park
- Campus Industrial Properties – 313 acres, located east of Yerba Buena Road at the base of the east foothills

- Evergreen Valley College – 30-acre portion of the College, located adjacent to the existing shopping center on the corner of San Felipe Road and Yerba Buena Road.

The products of the EVP include:

- Evergreen Visioning Project/Smart Growth Strategy document that articulates a vision for the area, explains the community process, and contains design guidelines to ensure high quality community.
- Evergreen Development Policy update to create new traffic allocations to allow new residential development capacity within the Development Policy Area (south of Story and east of Highway 101), linking transportation improvements and community amenities with new development.
- General Plan Text amendments to incorporate the Evergreen Development Policy update.
- General Plan Land Use/Transportation Diagram amendments to secure the development potential of the four opportunity sites.
- Financing Strategy to ensure the construction of the transportation improvements and community amenities.

### Community Process

A community Task Force, made up of residents, community leaders, school officials, and business people, has been meeting since August 2003 under the leadership of Councilmember David Cortese. The Task Force has been meeting regularly since August 2003, attracting more members of the general public to its meetings over time. The property owners/developers and their representatives have been in attendance at most of the meetings.

One of the Task Force's first accomplishments was the completion of Guiding Principles, which help focus the Task Force's discussion around development opportunities, transportation, amenities, and overall quality of life. The Task Force has also reviewed and discussed different land use options and development capacities for the four opportunity sites, and continues to provide input to the products of the EVP.

### Guiding Principles

The Task Force's Guiding Principles identify critical objectives to be achieved through the EVP (see Attachment 3). The Principles are organized around six outcomes:

1. New development should follow the "sustainability" principles of equity, environment and economic development.
2. All new development should be high quality and aesthetically pleasing.

3. Infrastructure and services (including schools) should support the planned levels of residential and commercial/retail/office development.
4. Increase the overall livability of Evergreen by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.
5. Create housing opportunities for a wide range of household types and income levels.
6. Apply the concepts of Transit-Oriented Development near future transit stations.

While much of the Task Force discussion to date has been focused on the four opportunity sites, these Principles would apply to other future development in the EVP area. For example, intersections with strip shopping centers could be transformed to vibrant mixed use areas. The EVP design guidelines would provide parameters for such mixed use development to ensure compatible relationships with existing neighborhoods.

In addition, Evergreen could begin to transition from being an entirely auto-oriented community, to one that accommodates a variety of transportation modes. The car is likely to remain an important way of traveling in the area, however, it would no longer be the only mode. An extension of Light Rail is planned and funded to extend down Capitol Expressway, past Eastridge Shopping Center, to Neiman Boulevard. Trails and pedestrian/bicycle connections would be added to bring neighborhoods together.

#### *Transportation Improvements and Community Amenities*

Given the challenges facing government to provide public dollars to improve freeway infrastructure and provide other amenities, the EVP would utilize private development dollars to finance a wide range of items. The value created by new development would help fund transportation and community improvements.

Based on initial traffic analysis, the identified transportation improvements include, but are not limited to:

- Route 101 freeway widening and interchange upgrades at Tully, Capitol Expressway, and Yerba Buena
- Intersection improvements
- Traffic signal synchronization
- Traffic calming

The Task Force has identified a wide range of amenities to improve community livability, including but not limited to:

- Sports complex for Little League
- Community improvements identified in "West Evergreen SNI Plan"
- Pedestrian overcrossings
- Thompson Creek Trail
- Unfunded park needs identified in "Greenprint"
- Open space along foothills and trail connections

### *Development Scenarios*

After many months of discussing the delicate balance between future residential development, transportation improvements, and community amenities, the Task Force identified development scenarios for the four opportunity sites, as well as additional development capacity, which could be allocated to other sites through the updated Evergreen Development Policy. Other scenarios have also been proposed by the property owners/developers of the sites and the West Evergreen Neighborhood Advisory Committee. As a result of this input, the Environmental Impact Report will evaluate the potential environmental effects of 3,800 to 5,700 housing units as well as a range of commercial development.

### Next Steps

### *Development Applications*

As part of its work to determine a range of housing units, the Task Force reviewed many alternate land use configurations for the opportunity sites. This work is expected to continue once the developers/property owners of the opportunity sites file General Plan Land Use/Transportation Diagram amendments and Rezoning/Rezoning applications. The amendments are expected to bracket the full range of development potential identified in the scenarios mentioned above. The Task Force and broader community will have input to the developers' proposals.

### *Retail Study*

A retail study evaluating the current unmet retail demand in Evergreen as well as the projected future demand with new development is close to completion. The Task Force is expected to review this at an upcoming Task Force meeting. At least two of the opportunity sites have potential of accommodating retail to provide needed restaurant, shopping, and other neighborhood-serving uses in the area.

### *Schools*

New development has implications for the three school districts within the EVP study area. Per State law, the City cannot deny development based on school concerns. Instead, developers pay

a school impact fee, which is intended to contribute to the capital improvements to existing or new schools. In some instances, school districts negotiate and enter into agreements directly with developers regarding the construction of "turn key" schools, or other mechanisms to meet school needs. These agreements are done outside of the development review process, and cities are typically not a party to them.

School officials have been invited to Task Force meetings to discuss the anticipated school needs as a result of potential new housing contemplated in the EVP. The two elementary districts, Evergreen and Mount Pleasant, have indicated that they would like to work with the property owners/developers of the opportunity sites to determine possible solutions. The East Side Union High School District representatives have indicated at public meetings that they cannot consider construction of a new high school in the southern portion of their jurisdiction until they complete a demographic study and potentially modify their attendance boundaries to better balance the enrollment in their existing schools.

Parents remain especially concerned about crowding and performance at Evergreen Valley and Silver Creek High Schools. Some parents have created an organization called All about the Kids to pursue several options simultaneously, including the possibility of a charter high school and/or the unification of Evergreen School District to include high school education.

The school issues have not been resolved to date. The Task Force is expected to continue to work with the affected school districts to identify options for resolution. The Task Force's Guiding Principles include the following statement regarding schools, "Ensure adequate capacity at Evergreen schools without sacrificing a quality education environment."

#### *Evergreen Development Policy Update*

An important component of the EVP is an update to the Evergreen Development Policy (see Attachment 2 for an overview of the existing Policy). This Policy provides the linkage between future development and the construction of transportation improvements and community amenities. The Task Force and the community will be discussing the potential elements of the Policy over the next few months.

The Council's initiation of the Policy update is key because this Policy affects an area larger than the EVP. The Policy area would remain the area south of Story Road and east of Highway 101. Through a Policy update, development capacity beyond the four opportunity sites would be identified to create additional residential and/or mixed use prospects. The Policy area contains other vacant and underutilized properties which could develop in mixed use, pedestrian-friendly configurations consistent with the intent of the overall EVP.

#### *Financing Strategy*

City staff are working with the property owner/developer representatives and consultants to determine funding mechanisms to finance the transportation improvements and community amenities of the EVP. Discussions include the possible formation of a Community Facilities

District to encompass the four opportunity sites. The financing strategy and appropriate City Council actions are expected to be considered by the Council with the entire EVP package in April 2006.

### *Schedule*

The Task Force is expected to get back to a regular meeting schedule in April in order to provide timely input to the elements of the EVP, as described in this memorandum. After the summer months, the Task Force should be able to meet every other month until it concludes its work (expected in January 2006). In addition, community outreach would continue throughout the process. The entire EVP package is expected to come before the City Council in April 2006 (see Attachment 4).

### **PUBLIC OUTREACH**

The Evergreen Visioning Process has involved extensive community outreach through a series of open community task force meetings and interactive presentations to a wide variety of Evergreen community groups, school associations, and business groups. Going forward, outreach will continue with the task force and the groups mentioned above as well as broad community meetings. Appropriate City Commissions will also be consulted as part of this process, providing additional opportunities for public participation. Ultimately, the Planning Commission and the City Council will hold public hearings to consider the entire EVP package.

### **OUTCOME**

The status report provides an opportunity for the Council to take public testimony regarding the EVP, initiate the Evergreen Development Policy update, and provide direction, as appropriate.

The Council's initiation of an update to the Evergreen Development Policy facilitates the continuation of the Evergreen Visioning Project. The updated Policy is contemplated to determine the next increment of residential development in Evergreen for the four opportunity sites as well as other properties that might be interested in future development. The Policy would also link this new development to transportation improvements and community amenities.

### **COST IMPLICATIONS**

In February 2003, the City Council approved the Mayor's Budget Strategy memorandum setting forth specific guidance to control costs. With respect to long range planning, the direction was "to defer or suspend advance land use planning efforts without outside funding." Per this Council direction, Yerba Buena Opco, Inc. (a set of self-selected Evergreen property owners) are financing the staff and consultant costs associated with the preparation of the Evergreen Visioning Project, the Evergreen Development Policy update, the Environmental Impact Report,

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and other associated products. The status report and initiation of the update of the Evergreen Development Policy has no additional cost implications to the City.

### COORDINATION

The preparation of this memorandum was coordinated with the City Attorney's Office and the Departments of Transportation, Public Works, and Finance. The EVP and associated documents are being prepared in coordination with many City Departments (including but not limited to Public Works, Parks Recreation, and Neighborhood Services, Environmental Services, Library, Fire, Police, Finance, Transportation, Office of Economic Development, City Manager's Office, and City Attorney's Office), the Redevelopment Agency, and outside agencies, such as the Santa Clara Valley Water District, Valley Transportation Authority, and Caltrans.

### CEQA

Exempt, PP03-10-349.

   
STEPHEN M. HAASE, DIRECTOR  
Planning, Building and Code Enforcement

#### Attachments:

1. Evergreen Visioning Project Study Area Map
2. Evergreen Development Policy Overview
3. Guiding Principles
4. Evergreen Visioning Project Process Diagram

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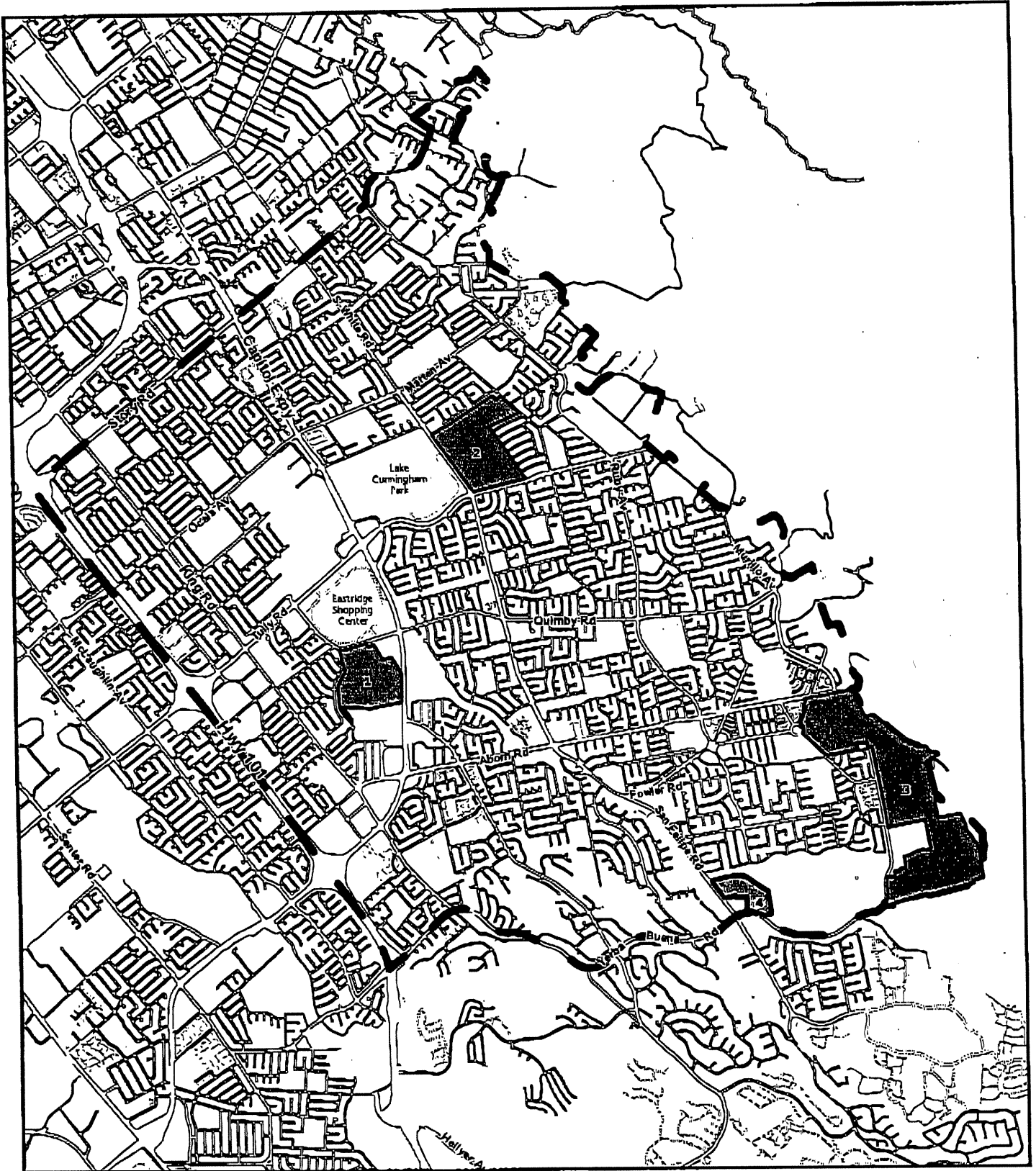
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# EVERGREEN VISIONING PROJECT



Study Area

Key Opportunity Sites

- 1 - Arcadia
- 2 - Pleasant Hills Golf Course
- 3 - Campus Industrial

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San Valley College

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## Overview of the Evergreen Development Policy

The original *Evergreen Area Development Policy*, adopted in 1976, was based on City analyses that concluded that transportation and flood protection deficiencies signified substantial constraints to development in Evergreen, defined as land within San Jose's Urban Service Area Boundary, south of Story Road and east of U.S. Highway 101. The EDP identified specific programs and policies for correcting the service deficiencies, and established an allocation program to phase residential development based on available traffic capacity and planned traffic improvements. The Level of Service (LOS) policy for the Evergreen area required that new development not degrade the average traffic capacity of screenline intersections (gateway intersections leading into Evergreen) to less than "D." LOS "D" is when traffic backs up at a signal, but will clear when the light turns green. In the case of flood protection, development was permitted only if the 100-year flood protection was in place for each project and downstream of each project.

Subsequent revisions to the EDP in the early 1990's preserved the basic tenets of the original Policy, while providing updated information on the affected watersheds and street system improvements required to allow development of the remaining planned dwelling units.

### *Evergreen Area Development Policy, as Revised 1995*

The *Evergreen Area Development Policy* (EDP), as revised May 9, 1995, continues to provide the framework for planned levels of development in the Evergreen area. Traffic Level of Service (LOS) and hundred-year flood protection continue to be the prerequisites to project approvals.

In tandem with the 1995 Policy, a Benefit Assessment District was formed, which funded over \$9.5 million of transportation improvements in the area. These improvements allowed the construction of up to 4,759 residential units. Any property participating in the Benefit Assessment District was allocated approved vehicle trips based on the parcel's planned residential dwelling unit yield. Development proposals seeking to increase the unit yield on a participating property, and thus increase the trips, were required to mitigate the impacts of the additional units based on a traffic analysis. Any proposed residential development not included in the Benefit Assessment District was required to conduct a traffic analysis, and mitigate any project impacts. As stated in Ordinance No. 24849, effective October 1998, which established the procedures and methodology for transportation analysis in the EDP area, an impact that requires mitigation is defined as:

1. An increase in traffic which causes a level of service designation to change; or
2. Other:
  - a. Residential projects: The addition of any traffic in an intersection operating at level of service E or F.
  - b. Non-residential projects: The addition of more than a one-half percent (0.5%) increase in critical traffic movement in an intersection operating at level of service E or F.

From 1995 through 2003, over 1,100 units with allocation have been constructed in the Evergreen area. An additional 57 units without allocation have been approved in this period

based on project level traffic analysis and feasible mitigation to resolve traffic issues. The projects associated with these 57 units contributed close to \$1 million in traffic mitigation.

The Silver Creek Planned Residential Community, the Evergreen Specific Plan, and the Evergreen Area Development Policy have facilitated growth in Evergreen as projected in the San Jose 2020 General Plan. The majority of the planned development has been completed; however, planning efforts and land use proposals in the few years have identified both the need and the opportunity for additional development within the area. The West Evergreen, KONA, and East Valley/680 Strong Neighborhoods Initiative (SNI) Improvement Plans identify priority action items to enhance existing conditions and create new community facilities, parks, trails, and other investments in the area. The Knight Program in Community Building selected the Evergreen-Eastridge area for an intensive five-day planning exercise (commonly known as the "charrette"), the result of which is a report that builds upon past plans, and suggests future land use development, transportation, and community facility opportunities. In addition, two major Evergreen property owners filed General Plan amendments to allow additional housing and retail development; any new housing requires an update to the EDP to accommodate additional housing growth.

#### ***Evergreen Visioning Project/Smart Growth Strategy and EDP Update***

On November 4, 2003, the City Council delegated to the City Manager approval of a funding agreement with certain property owners and developers to provide funding for the Evergreen Visioning Project/Smart Growth Strategy, recognizing that related components include an update the EDP and the preparation of related environmental documents. Property owners or developers of four key sites are providing funding to the City to allow the City to undertake this effort. This comprehensive land use and transportation planning effort is the result of past and recent planning and policy efforts completed to guide land use and development in the Evergreen area. These efforts have created momentum for creating a new vision to direct infill development in Evergreen consistent with Smart Growth principles.

As described in the report to City Council, the EVP process is balancing land use development with transportation improvements and community facilities. The EVP process involves the community, property owners, City staff, and consultant participation. A community task force, under the leadership of Councilmember David Cortese, is providing input to the effort.

To prevent piecemeal General Plan changes and EDP modifications in the meantime, the Council adopted a resolution in January 2004 to discourage residential development proposals without unit allocations or those requesting increased density in order to allow the community, the City, and the property owners the opportunity to identify the land use changes that will reflect the community-based vision to guide future development in Evergreen.

As part of the EVP, an updated Evergreen Area Development Policy is needed to facilitate the EVP's proposed land uses. The Council is expected to consider the updated Evergreen Development Policy with the Evergreen Visioning Project, associated General Plan amendments, and financing strategy (estimated in April 2006).

## GUIDING PRINCIPLES FOR LAND USE AND TRANSPORTATION PLANNING IN EVERGREEN

*Completed 11-19-03*

***Note:** The Guiding Principles are organized into Key Outcomes/Desired Results and related objectives/strategic approaches to achieve the Key Outcomes. The Key Outcomes are numbered to facilitate discussion; no priority is implied by the numbers. The Key Outcomes are intended to work together to provide a macro-perspective, integrated, holistic, and comprehensive systems view of Evergreen's future. The community also voiced interest in the general concepts of flexibility, adaptability, and measurable objectives. For purposes of this document, "new development" includes development on vacant land as well as the redevelopment of already built properties.*

### **Key Outcome #1: New development should follow the "sustainability" principles of equity, environment and economic development.**

#### *Equity*

- Promote diversity within neighborhoods.
- Welcome people of all ages, cultures, and socio-economic backgrounds.
- Involve the community in land use decision-making.

#### *Environment*

- Protect the environment through energy and water conservation, alternative energy sources (e.g., solar), "greenbuilding," and other sustainability approaches.
- Protect wildlife corridors and other habitats where appropriate and beneficial.
- Maintain the Greenline/Urban Growth Boundary in its existing location.

#### *Economic Development*

- Create economic development opportunities for businesses of all sizes and types, consistent with the City's overall economic development goals.

### **Key Outcome #2: All new development should be high quality and aesthetically pleasing.**

- Ensure new development is designed with high level of architectural detail, innovative urban design, and high quality materials.
- Diversify architectural styles.
- Minimize the obstruction of views.
- Ensure new development is compatible (in terms of design, density, massing, etc.) to adjacent properties and is well-integrated with existing neighborhoods and surroundings.
- Ensure new single-family house sizes are commensurate with the size of the lot and nearby housing developments.
- Locate (i.e., set back) buildings appropriate distances from the sidewalk to create desired neighborhood/community character, landscaping, and friendly and safe pedestrian environment.
- Coordinate and integrate land use planning between land uses (e.g., residential, civic/school/commercial,

etc.) to address access, parking, pedestrian connections, and other issues.

- Maintain properties in good condition.
- Ensure new development on larger properties transitions in increasing height and density away from nearby existing lower intensity development.
- Provide adequate parking for all residents and their guests within new residential developments.
- Encourage the renovation, rehabilitation, and revitalization of commercial and residential properties.
- Create safe, well-lit places.
- Beautify the community (i.e., improve the overall aesthetics) of Evergreen through tree plantings, utility undergrounding, and other means.
- Use photo simulation and other three dimensional techniques to simulate new development and its potential impacts to neighborhoods (i.e., increases in height) and the transportation system.

**Key Outcome #3: Infrastructure and services should support the planned levels of residential and commercial/retail/office development.**

*Schools*

- Ensure adequate capacity at Evergreen schools without sacrificing a quality educational environment.
- Foster neighborhood schools.
- Institute traffic calming, especially near schools.

*Auto Transportation*

- Receive funding commitments to construct major transportation infrastructure, including Highway 101 improvements.
- Create a traffic policy to maintain the flow of vehicular traffic on Evergreen streets without compromising livability and other modes of travel (e.g., bicycles, pedestrians, and transit).
- Attempt to minimize auto trips by locating jobs, housing, businesses, and services within close proximity to one another.
- Foster a "reverse commute".
- Consider a grid street system for large development sites, connecting to the surrounding street network.
- Consider roundabouts instead of traffic signals.

*Bus and Rail Transit*

- Determine funding mechanisms to construct light rail.
- Encourage transit service that is fast, convenient, frequent, reliable, comfortable, and safe (including the locations of stops/stations).
- Utilize existing public transit system to the greatest extent possible.

*Bicycle and Pedestrian Travel*

- Create a rich network of safe, well-lit and defensible pedestrian and bicycle connections across neighborhoods, along creeks, and to key destinations (including transit stations) in Evergreen.
- Ensure adequate sidewalk widths, street trees, lighting, and other features to facilitate walking.

- Minimize walking distances to services and public transportation (goal: 5 to 10 minutes).

#### *Parks, Trails, and Open Spaces*

- Establish parks, trails, community gardens, and other open spaces that provide recreation and green areas to support existing and future residents and workers.
- Preserve current open space uses to the extent possible.

#### *Libraries and Other Community Facilities*

- Provide libraries, community/youth/senior centers, and other services to support the existing and projected population.

#### **Key Outcome #4: Increase the overall livability of Evergreen by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.**

- Add restaurants, post offices, health care facilities (e.g., emergency rooms), and other neighborhood/commercial services to Evergreen, east of Highway 101.
- Add entertainment uses, including performance venues, in appropriate locations.
- Maintain, expand, and create Farmer's Markets.
- Introduce mixed use development, including residential/retail or residential/office/retail in the same building.

- Create opportunities for non-profits and community-based organizations to locate in Evergreen.
- Create opportunities for people to meet and socialize in public places, businesses, recreation areas, etc.
- Promote the enjoyment of people and the aesthetics of the area.

#### **Key Outcome #5: Create housing opportunities for a wide range of household types and income levels.**

- Establish development opportunities for affordable and mixed income housing to meet the housing needs of all stages of life (single, married, family, "empty nester," and senior).
- Create opportunities for a range of different housing types (single-family, apartments, condominiums, live/work, etc.).
- Mix housing types within a single development site.
- Create opportunities for both home ownership and rental units.

#### **Key Outcome #6: Apply the concepts of Transit-Oriented Development near future transit stations.**

- Maximize the synergy of the planned transit investment by adding high density residential, mixed use (i.e., residential/industrial/commercial/retail), and job-generating development that is oriented to the pedestrian and transit users.

- Balance the mix of uses, including a ground floor retail district oriented to transit stations and civic uses.
- Design the buildings so that residents, workers, shoppers, and others find transit convenient and attractive.
- Place buildings close to the street, consistent with Key Outcome #2, bullet 6 for non-transit areas.
- Orient the buildings and their entries to the street.

## Evergreen Visioning Project/Smart Growth Strategy

## Work Plan

Date	Meeting Type	Topics
April 19, 2005	City Council	<ul style="list-style-type: none"> <li>• Accept status report</li> <li>• Initiate Evergreen Development Policy update</li> </ul>
April 20, 2005	Task Force	<ul style="list-style-type: none"> <li>• Review and discuss Task Force Refinement and Work Plan</li> <li>• Review Community Outreach, including City Council meeting</li> <li>• Discuss EIR approach, including land use scenarios for opportunity sites</li> <li>• Discuss draft Market Study findings (time permitting)</li> </ul>
Late April 2005	Community	<ul style="list-style-type: none"> <li>• Review EVP purpose, scope, schedule, etc.</li> <li>• Describe the status of effort</li> <li>• Identify opportunities for participation</li> <li>• Provide input on the effort</li> </ul>
May 18, 2005	Task Force	<ul style="list-style-type: none"> <li>• Provide input on first draft Evergreen Development Policy, including treatment of other possible development sites and traffic impacts</li> <li>• Review zoning applications for opportunity sites</li> <li>• Provide input on school facilities options</li> </ul>
May 2005	Community	<ul style="list-style-type: none"> <li>• Conduct EIR scoping</li> </ul>
June 2005	Community	<ul style="list-style-type: none"> <li>• Provide input on first draft Evergreen Development Policy, including treatment of other possible development sites and traffic impacts</li> </ul>
June 22, 2005	Task Force	<ul style="list-style-type: none"> <li>• Discuss financing overview</li> <li>• Provide input on second draft Evergreen Development Policy</li> </ul>



Date	Meeting Type	Topics
August 24, 2005	Task Force	<ul style="list-style-type: none"> <li>• Provide input on first draft Design Guidelines</li> <li>• Discuss financing mechanisms</li> <li>• Provide input on third Evergreen Development Policy</li> </ul>
August/September 2005	Community	<ul style="list-style-type: none"> <li>• Discuss EVP update, and obtain input on third draft Evergreen Development Policy, first draft Design Guidelines, and financing</li> </ul>
September 21, 2005	Task Force	<ul style="list-style-type: none"> <li>• Provide input on first draft EVP document, including Design Guidelines and school facilities approach</li> <li>• Discuss financing mechanisms update</li> </ul>
December 14, 2005	Task Force	<ul style="list-style-type: none"> <li>• Discuss EIR process, availability of EIR, and opportunity to comment</li> <li>• Review Draft EIR findings</li> </ul>
December 2005	Community	<ul style="list-style-type: none"> <li>• Discuss EVP update</li> <li>• Discuss EIR process, availability of EIR, and opportunity to comment</li> </ul>
January 18, 2005	Task Force	<ul style="list-style-type: none"> <li>• Provide input on: <ul style="list-style-type: none"> <li>✓ Final draft Evergreen Development Policy</li> <li>✓ Final draft Evergreen Visioning Project document, including Design Guidelines and school facilities approach</li> <li>✓ General Plan land use and text amendments Rezoning applications</li> </ul> </li> </ul>
February 2006	Housing Commission and Parks Commission	<ul style="list-style-type: none"> <li>• Take public testimony and provide input on overall EVP and specifically, on General Plan amendments</li> </ul>

Date	Meeting Type	Topics
March 2006	Planning Commission Public Hearing	<ul style="list-style-type: none"> <li>• Take public testimony</li> <li>• Consider EIR</li> <li>• Consider Planning Staff's recommendation on:               <ul style="list-style-type: none"> <li>✓ Updated Evergreen Development Policy</li> <li>✓ General Plan land use and text amendments</li> <li>✓ Evergreen Visioning Project document, including Design Guidelines and school facilities approach</li> <li>✓ Rezoning applications</li> </ul> </li> </ul>
April 2006	City Council Public Hearing	<ul style="list-style-type: none"> <li>• Take public testimony</li> <li>• Consider Planning staff and Planning Commission recommendations in the decisions regarding:               <ul style="list-style-type: none"> <li>✓ EIR appeal, if necessary</li> <li>✓ Updated Evergreen Development Policy</li> <li>✓ General Plan land use and text amendments</li> <li>✓ Evergreen Visioning Project document, including Design Guidelines and school facilities approach</li> <li>✓ Community Financing District</li> </ul> </li> </ul>

# EVERGREEN VISIONING PROJECT/SMART GROWTH STRATEGY PROCESS DIAGRAM

